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John R. Cooper  
TRANSPORTATION DIRECTOR

January 20, 2011

Mr. Charles Browning, Chairman  
St. Clair County Airport Authority  
240 Airport Road  
Cropwell, Alabama 35128

**Subject: Annual Inspection Report**  
**St. Clair County Airport**

Dear Mr. Browning:

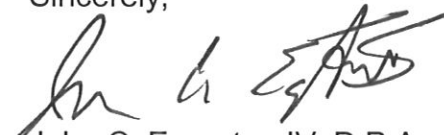
An inspection of the St. Clair County Airport was conducted by personnel of the Alabama Department of Transportation Aeronautics Bureau on January 19, 2011. The purpose of the inspection was to update the information currently on file regarding the airport and to ascertain compliance with the rules and regulations of the Alabama Department of Transportation governing licensed public-use airports within the State of Alabama.

Attached you will find a copy of the Annual Inspection Report for the airport. As noted in the report, the airport meets all requirements for the issuance of an operating license and the operating license is being issued with no restrictions.

The report also shows that there are problems with drainage and areas of the paving that should be addressed.

If you should have any questions concerning the inspection or corrective actions, please do not hesitate to contact the Aeronautics Bureau at (334) 242-6820.

Sincerely,

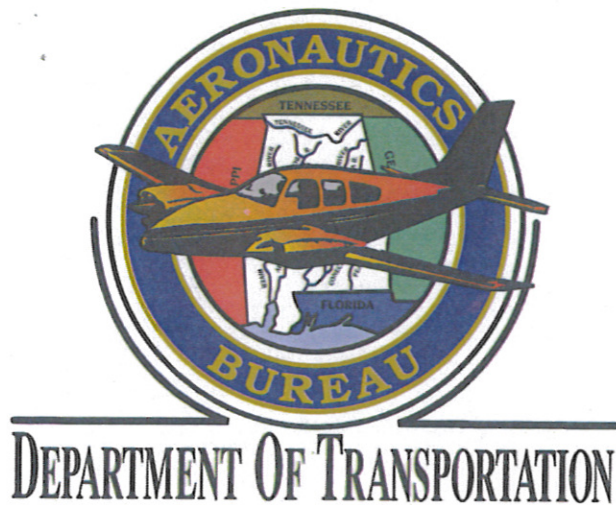


John C. Eagerton IV, D.P.A.  
Chief, Aeronautics Bureau

Copy: Mr. Rans Black, FAA/ADO  
Ryan Reed, P.E., Garver Engineers

# ANNUAL INSPECTION REPORT

JANUARY 19, 2011



ST CLAIR COUNTY AIRPORT  
PELL CITY, ALABAMA

**Annual Inspection Report  
St. Clair County Airport  
Pell City, Alabama**

January 19, 2011

**TABLE OF CONTENTS**

<b>INTRODUCTION.....</b>	<b>PAGE 1</b>
<b>INSPECTION METHODOLOGY.....</b>	<b>PAGE 1</b>
<b>LICENSE STATUS.....</b>	<b>PAGE 2</b>
<b>APPROACH / DEPARTURE PATHS.....</b>	<b>PAGE 2</b>
<b>PRIMARY SURFACE.....</b>	<b>PAGE 4</b>
<b>RUNWAY SAFETY AREA.....</b>	<b>PAGE 4</b>
<b>AIRPORT MARKINGS.....</b>	<b>PAGE 5</b>
<b>WIND DIRECTION INDICATOR.....</b>	<b>PAGE 6</b>
<b>AIRPORT LIGHTING.....</b>	<b>PAGE 7</b>
<b>RUNWAY, TAXIWAY AND APRON CONDITIONS.....</b>	<b>PAGE 9</b>
<b>FUELING AREA REQUIREMENTS.....</b>	<b>PAGE 13</b>
<b>PROHIBITED ACTIVITIES.....</b>	<b>PAGE 14</b>
<b>SUMMARY.....</b>	<b>PAGE 14</b>
<b>APPENDIX 1.....</b>	<b>PAGE 15</b>

# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

## **Introduction**

**Code of Alabama 23-1-357(c).** The department may perform such acts, issue and amend such orders and make, promulgate, or amend general or special rules, regulations, and procedures and establish minimum standards, consistent with the provisions of this article as it shall deem necessary to carry out the provisions of this article and to perform its duties hereunder, all commensurate with and for the purpose of protecting and insuring the general public interest, health, welfare, and safety. (Act 2000-220, 10.)

In accordance with the provisions of the Code of Alabama 23-1-357(c) an inspection of the St. Clair County Airport was conducted by Mr. Robert K. Heartsill of the Alabama Department of Transportation Aeronautics Bureau on January 19, 2011.

The corrective actions that may be prescribed in this inspection report do not relieve the airport owner from compliance with any other Federal, State or local laws, ordinances or regulations that may be applicable. It is the responsibility of the airport owner to be aware of and obey all Federal, State or local laws, ordinances or regulations that may have a bearing on the corrective actions that may be specified in this report.

## **Inspection Methodology**

The inspection of the required State Approach/Departure Path and Federal Runway Protection Zones was accomplished by the use of approved engineering methods and equipment. The angles, locations and heights of trees or other objects within these areas were derived by the use of a Theodolite and electronic distance measuring device.

All other areas of the inspection were conducted visually and photographed for reference purposes.

The FAA Airport Design Standards referred to in this report were taken from the Airport Layout Drawing (ALD) dated January 2006.

# **Annual Inspection Report St. Clair County Airport Pell City, Alabama**

January 19, 2011

## **License Status**

**Code of Alabama 23-1-375(a).** ...a person or municipality may not operate an airport, restricted landing area, or other air navigation facility without a license issued by the department.

Based upon the findings of the inspection conducted on January 19, 2011 it was determined that the airport meets the requirements for the issuance of an operating license.

The inspection was conducted on the airport under the provisions of the Administrative Code for the following areas:

### **1. Approach and Departure Paths Administrative Code 450-9-1-.12(1) (See Appendix 1)**

#### **State Licensing Standards**

- For all hard surface runways the approach and departure path begins 200 feet from the runway end (runway threshold).
- For all hard surface runways with a displaced threshold, the approach and departure path begins at the point of displacement (See Appendix 2).
- The approach and departure path for all runways is centered along the extended runway centerline and extends for 1000 feet.
- The approach and departure path for all runways slopes up at a ratio of 20:1.
- All penetrations of the approach and departure paths, whether natural or manmade, constitute an obstruction to navigation and must be removed.
- The land beneath the approach and departure path must be controlled by the airport owner. This is accomplished by ownership of the property in fee simple or by written perpetual agreement with the owner of the land.

#### **Inspection Results**

- The 20:1 slope required for the Approach/Departure Path of Runway 3 is violated by a road. The threshold is displaced 50 to provide the proper clearance over the road.
- The Approach/Departure Path of Runway 21 is free of obstructions.



**Annual Inspection Report  
St. Clair County Airport  
Pell City, Alabama**

January 19, 2011

**Photo 1**



Approach to Runway 03

**Photo 2**



Approach to Runway 21

**Annual Inspection Report  
St. Clair County Airport  
Pell City, Alabama**

January 19, 2011

**2. Primary Surface  
Administrative Code 450-9-1-.12(2)**

**State Licensing Standards**

- Primary Surface (See Appendix 1): The primary surface is 250 feet wide, centered on the runway centerline and extends 200 feet past the end of the marked runway. The primary surface is required to be free of all obstructions, manmade or natural. The only allowable objects are runway lights, guidance signs, or navigation equipment that by function is required to be within the primary surface boundaries.

**Inspection Results**

- The Primary Surface was inspected and found to meet state licensing requirements.

**3. Runway Safety Area  
Administrative Code 450-9-1-.12(3)**

**State Licensing Standards**

- Runway Safety Area (Appendix 1): All runways are required to maintain an obstruction free area adjacent to each runway. This area is 120 feet wide, centered on the runway centerline, and extends for a distance of 200 feet past the runway end. The area must be compacted and graded smooth with no ruts, humps, depressions or other potentially hazardous surface variations. The slope along the longitudinal centerline shall not exceed a rise or fall of three percent in elevation relative to the runway end elevation. The lip from the top of the pavement to the grade adjacent to the runway should not exceed 3 inches.

**Inspection Results**

- The Runway Safety Area was found to meet licensing requirements.

# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

## 4. Airport Markings Administrative Code 450-9-1-.12(4)

### State Licensing Standards

- Airport Markings: All runways are required to be marked in a manner identifying the boundaries of the landing areas. The runway markings must be painted white and be maintained in a legible condition.

### Inspection Results

- The airport markings were in good condition.

**Photo 3**



Runway Identifier Markings of Runway 03



**Annual Inspection Report  
St. Clair County Airport  
Pell City, Alabama**

January 19, 2011

**Photo 4**



Runway Identifier Markings of Runway 21

**5. Wind Direction Indicator  
Administrative Code 450-9-1-.12(5)**

**State Licensing Standards**

- Wind Direction Indicators: All airports are required to have an operational wind direction indicator. It must be installed in a highly visible area and free from obstructions to ensure true wind direction and velocity. Night operations require the indicator be lighted.

**Inspection Results**

- The wind direction indicator was inspected and found to be lit and operational.

# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

Photo 5



Windsock Assembly

## 6. Airport Lighting Administrative Code 450-9-1-.12(6)

### State Licensing Standards

- Airport Lighting: Runway lights and a lighted wind direction indicator are required for night operations. A rotating beacon is suggested. All runway, threshold, and taxiway lighting shall be maintained in operational condition and shall not be obscured by natural growth such as grass and/or weeds.

### Inspection Results

- The airport lighting was found to have wiring to the threshold fixtures run along the ground to supply electrical current to the fixtures. The wiring was run from the nearest taxiway lighting fixture.
- The lighting was operational by radio control and all lighting on the runway and taxiway were operational.
- The design of a new lighting system to replace the existing lighting system is being developed.

**Annual Inspection Report  
St. Clair County Airport  
Pell City, Alabama**

January 19, 2011

**Photo 6**



Threshold lighting at Runway 3

**Photo 7**



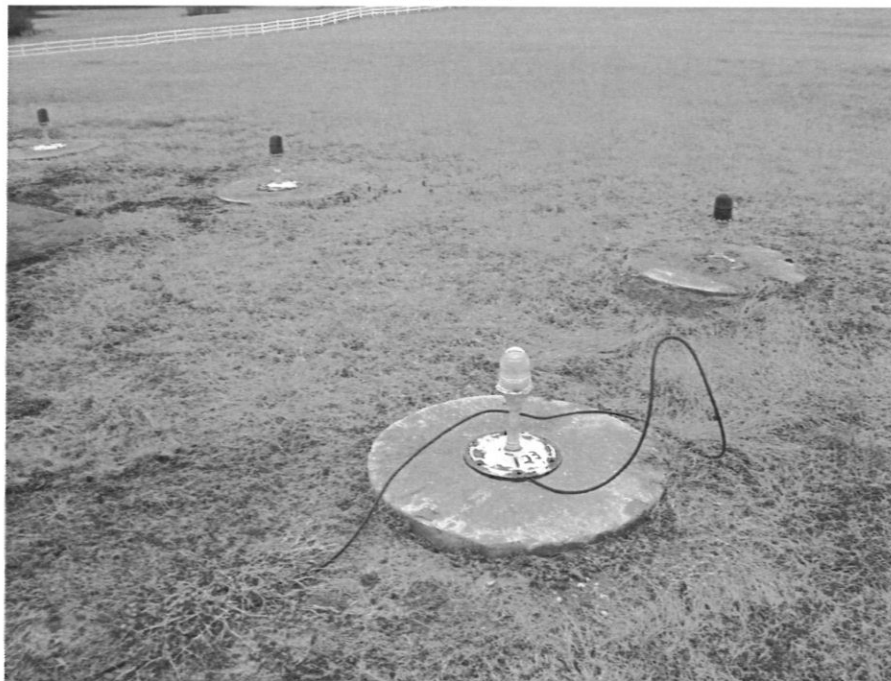
Wiring run from taxiway fixture to threshold of Runway 3



# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

Photo 8



Above ground wiring at the threshold of Runway 21

## 7. Runway, Taxiway and Apron Conditions Administrative Code 450-9-1-.12(7)

### State Licensing Standards

- ➔ Runway, Taxiway and Apron Conditions: All airport pavement surfaces associated with aircraft operations must be kept smooth and free of any defect or obstruction that could damage an aircraft. The lip of the airport pavement surfaces must not exceed three (3) inches in elevation from the top of the pavement to the shoulder. The drop should only be enough to allow sufficient drainage and not pose a control problem for aircraft exiting the runway. The aircraft parking apron is for the operation and parking of aircraft only and should be smooth and free of obstructions or defects that could cause damage to aircraft during operations.

### Inspection Results

- ➔ The runway and ramp areas are in good to excellent condition with the older portion of the parallel taxiway only in fair condition, due to moderate raveling and cracking.

# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

- The pavement over the drainage pipes across the new taxiway section has dropped creating a dip in these two areas. This condition creates a hazard for aircraft with a short propeller clearance from the ground.
- There is an erosion problem at several areas along the runway and taxiways.
- Water is draining to the intersection of Taxiway B and standing.

**Photo 9**



Old pavement section of parallel taxiway

**Photo 10**



Dip in pavement along new pavement section of parallel taxiway holding water



**Annual Inspection Report  
St. Clair County Airport  
Pell City, Alabama**

January 19, 2011

**Photo 11**



Erosion and standing water at the Taxiway B intersection (Inlet end)

**Photo 12**



Outlet end of same pipe



**Annual Inspection Report  
St. Clair County Airport  
Pell City, Alabama**

January 19, 2011

**Photo 13**



Outlet end of drain across runway

**Photo 14**



Erosion along edge of taxiway to hangars

# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

## Maintenance

- Repair the dips in the taxiway due to settlement over the drainage pipes from the new apron.
- Develop plans to correct the drainage between the runway and taxiway.
- Develop plans to replace the drainage structures under the runway and taxiways.
- Repair the eroded areas along the taxiways.

## 8. Fueling Area Requirements Administrative Code 450-9-1-.12(8)

### State Licensing Standards

- Signs should be posted prohibiting open flames or smoking in fueling areas. The fueling facility must be labeled indicating the type fuel being dispensed.
- Grounding cables must be available.
- A fire extinguisher approved for the purpose of extinguishing petroleum product fires available during all fueling operations.
- Serviceable hoses and connections that would preclude a rupture or leaking of fuel.

### Inspection Results

- The fueling area meets the requirements established by the Alabama Department of Transportation. However the State of Alabama Department of Agriculture and Industries may have additional requirements for fueling systems that were not considered during this inspection.

Photo 15



Fueling Area

# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

## 9. Prohibited Activities Administrative Code 450-9-1-.16

### State Licensing Standards

- Prohibited Activities: The use of any portion of the aircraft operations area, or airport property within the boundaries of the imaginary surfaces of a licensed airport for any purpose other than the operation of aircraft shall be deemed a non-aeronautical activity and is prohibited.

### Inspection Results

- No prohibited activities were observed during the inspection.

### Summary

The table below summarizes items noted in this report.

### INSPECTION SUMMARY

Inspection Area	Violation/Maintenance	Corrective Action
Airport Lighting	Maintenance	Complete lighting system replacement project
Runway, Taxiway and Apron Conditions	Maintenance	1. Correct the dips in the taxiway. 2. Develop plans to correct the drainage between the taxiway and runway. 3. Develop plans to replace drainage structures. 4. Repair eroded areas near taxiway.

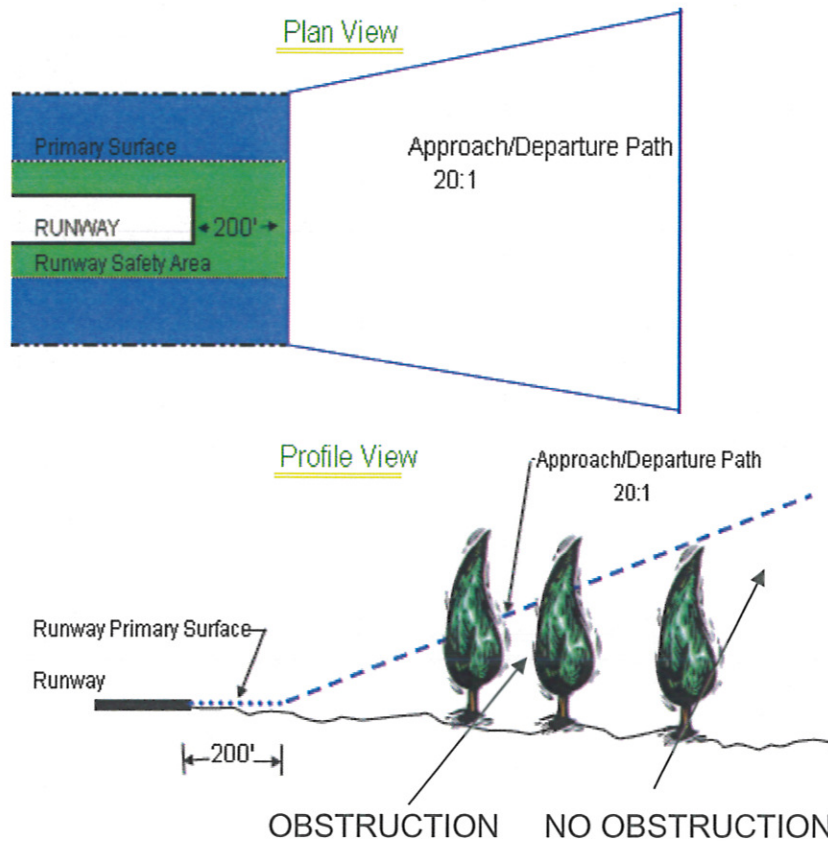
Please contact the Aeronautics Bureau of the Alabama Department of Transportation at (334) 242-6820 with questions concerning the Annual Inspection Report.



# Annual Inspection Report St. Clair County Airport Pell City, Alabama

January 19, 2011

Approach and Departure Path Dimensions			
Inner Width	Outer Width	Length	Acreage
250 Feet	450 Feet	1,000 Feet	8.04 Acres
Primary Surface Dimensions			
250 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			
Runway Safety Area Dimensions			
120 Feet Wide Centered Along Runway Centerline			
Extending 200 Feet Past the Runway End			



APPENDIX 1